

MEMORANDUM

Date: August 16, 2019

To: Joe Kelley

From: Pam Destino, PE

Subject: Summary Report

CC: Ron Burns; Matt Knowles, PE

Work Order Number: 32063-007

Contract Number: 15-168C

Project: Main Street Connector Trail/Bikeway:
Systematic Prioritization and Project Planning

INTRODUCTION

This memo is written to summarize the pre-project planning-level analysis for the proposed trails and bikeways connecting Walkersville to Main Street Frederick. These trails and bikeways will strive to be comfortable to casual bike riders of a range of ages. A focus of the system will be to attract economic development and increased tourism spending in Walkersville and Main Street Frederick.

The analysis includes the following trails:

- PA RR Trail (East Street Trail Extended): Frederick to Walkersville

The study location is below.



PRIORITIZATION CRITERIA

Frederick County Bikeways & Pedestrian Plan Project <u>Prioritization</u> Criteria		
Criteria	Points	Maximum Score
Transportation: Increases the use of bicycle travel to destinations	Access to Schools: 0-3 points max Access to Employment and Retail: 0-3 Access to Parks & Recreation: 0-3 Access to Transit: 0-3 Access to Residential Neighborhoods: 0-3	15
System Connectivity: Provides an essential link in creating a continuous bikeways system within the study area.	Provides an essential link in the proposed network; without this link, the system could not be completed: 15-20 points Important as a 'standalone project, but not critical to the overall system: 5-15 points A long-term element and potential future link in the system: 0-5 points	20
Quality of Life Benefits: Project will provide quality of life benefits to the residents, visitors and businesses of Frederick County	Increases Tourism: 0-4 points max Environmental / Energy Benefits: 0-4 Potential to attract / retain businesses: 0-4 Increases Public Health / Fitness: 0-4 Improves Traffic Safety: 0-4	20
User Comfort: Project provides a level of comfort for all level of users	All levels and types of users (11-15 points) High comfort level using very low volume roads or separated travel path (8-11 points) Medium comfort level using low volume roads(4-7) Low comfort level using all roads (0-3)	15
Agency & Public Support: Project is supported by the organization(s) responsible for its implementation and management	Project has full agency and public support (7-10 points) Project has potential to receive agency and public support (minimal "Cost to Readiness") (3-6) Project may be able to receive future support (0-3)	10
Cost: Project can be implemented within the costs provided based on identified opportunities and constraints	Project can be implemented within the following range of unit costs: Less than \$200k / mile or location (8-10 points max) \$200k - \$500k / mile or location (3-7 points) Greater than \$500k / mile or location (0-2 points) Non-Capital Projects: 0-10 points based on ability to reach the widest range of people per unit of cost required to develop policy or programs	10
Ease of Implementation: Project or program is ready to be advanced to implementation	Presents significant constraints (0-2 points) Requires further study but has the potential to be advanced (3-7 points) Feasible and ready for implementation (8-10 points max)	10

The prioritization criteria has been provided by the Frederick County Pedestrian and Bicycle Master Plan dated July 2018.



EVALUATION OF SEGMENTS

PA RR Trail (East Street Trail Extended): Frederick to Walkersville

This proposed alignment of the Pennsylvania Railroad Trail (PA RR Trail) begins at the intersection with Monocacy Blvd just south of the Tuscarora Creek and ends at Heritage Farm Park in Walkersville. The proposed alignment follows along existing railroad tracks that are still in use. The shared-use trail provides a minimum width of 10 feet and be compromised of asphalt unless cost, environmental surroundings or local residents dictate otherwise. The following conflicts were encountered when studying this alignment: crossing of the Monocacy River and Tuscarora Creek, floodplain impacts, railroad crossing, right-of-way impacts to avoid the MTA property, and right-of-way impacts due to restricted space along the HCI property.





MEMORANDUM

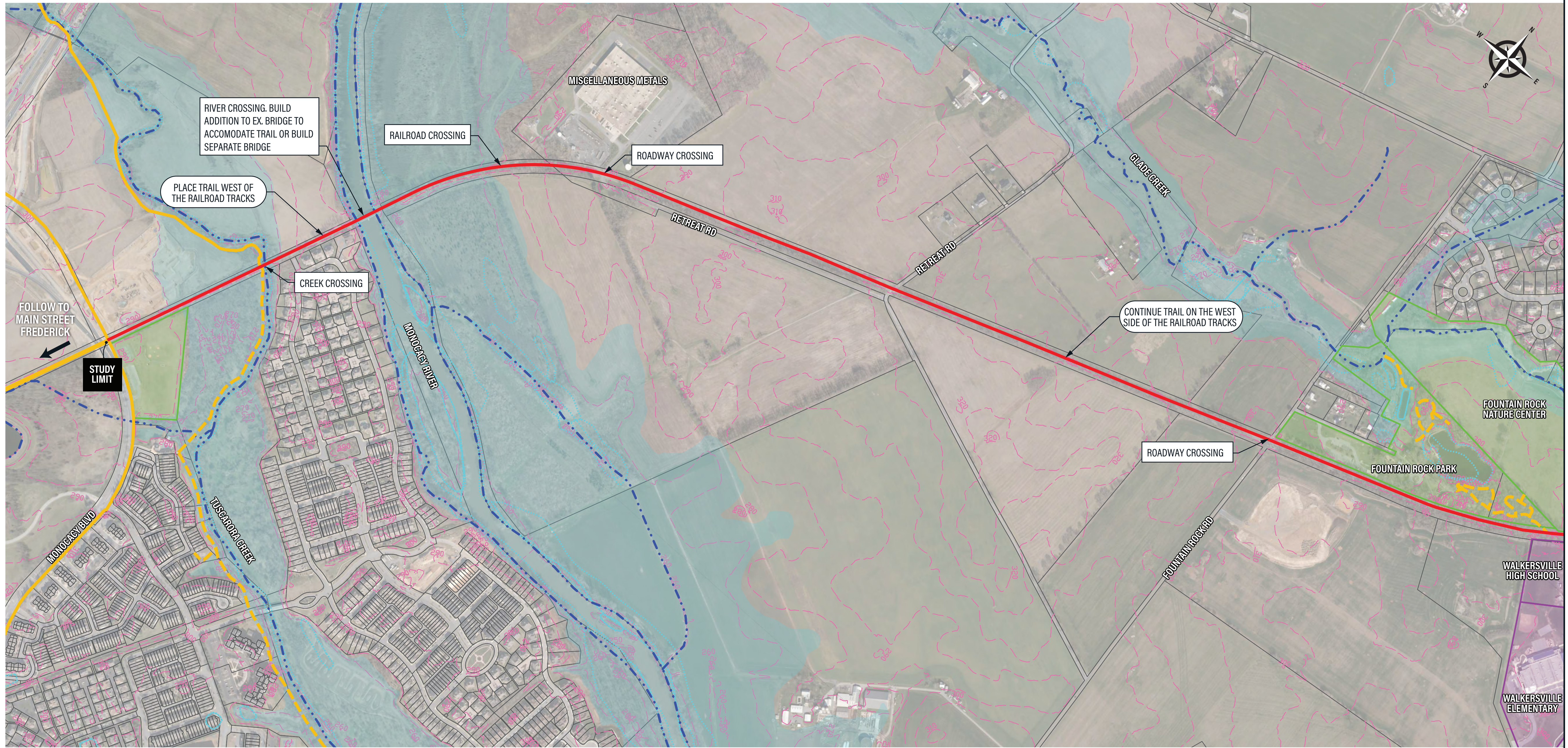
EVALUATION MATRIX

General	Alignment Name	PA RR Trail: Frederick to Walkersville
	Beginning Point	Monocacy Blvd
	Ending Point	Heritage Farm Park
	Length (miles)	4.1
Project Prioritization Criteria	Transportation - Max Score 15	
	Access to Schools (0-3)	3
	Access to Retail (0-3)	2
	Access to Parks (0-3)	3
	Access to Transit (0-3)	1
	Connects Neighborhoods (0-3)	3
	System Connectivity - Max Score 20 Provides an essential link: 15-20 points Important as a 'stand alone project: 5-15 points A long-term element: 0-5 points	20
	Quality of Life Benefits - Max Score 20	
	Increase Tourism (0-4)	3
	Environmental/ Energy Benefits (0-4)	0
	Attract/ Retain Business (0-4)	2
	Increase Public Health/ Fitness (0-4)	4
	Improve Traffic Safety (0-4)	2
	Multi-User Comfort Level - Max Score 15 All Users (11-15) High Comfort (8-10) Medium Comfort (4-7) Low Comfort (0-3)	13
	Agency & Public Support - Max Score 10 Full Support: 7-10 points Potential to Receive Support: 3-6 points May Be Able to Receive Support: 0-2 points	8
	Cost - Max Score 10 Less than \$200k / mile: 8-10 points \$200k - \$500k / miles: 3-7 points Greater than \$500k: 0-2 points	3
	Ease of Implementation - Max Score 10 Significant Constraints: 0-2 points Requires Further Study: 3-7 points Feasible and Ready: 8-10 points	5
	Prioritization Point Total - Max Score 100	72
Other Impacts	100 Year Floodplain Impacts	Yes
	Water Crossing Structural Impacts (Approx. Number)	1
	Drainage Impacts	No
	Right of Way Impacts (Approx. Number of Parcels)	7-10
	Potential Utility Pole Impacts	<10
	Steep Grades Along the Alignment	No
	Other Conflicts	Bridge over Monocacy River, Bridge over Tuscarora Creek, Railroad Crossing

ATTACHMENTS

- PA RR Trail (East Street Trail Extended): Frederick to Walkersville





MATCH TO SHEET 2

- | | | | |
|---|-----------------------|---|-------------------------------|
| FLOODPLAIN | RIVER/STREAM | PROPOSED ON-STREET SHARED ROUTE/SHOULDERS | PROPOSED PATHS BY OTHERS |
| PARKS | WETLANDS | PROPOSED SIDEPATH | EXISTING PATH |
| SCHOOLS | CONTOURS (10-FOOT) | PROPOSED OFF STREET TRAIL | PROPOSED SEPERATED BIKE LANES |
| AGRICULTURAL/ENVIRONMENTAL PRESERVATION EASEMENTS | EXISTING RIGHT-OF-WAY | | |



Whitman, Requardt & Associates, LLP
801 South Caroline Street, Baltimore, MD 21231

MAIN STREET CONNECTOR TRAIL/BIKEWAY FREDERICK TO WALKERSVILLE TRAIL

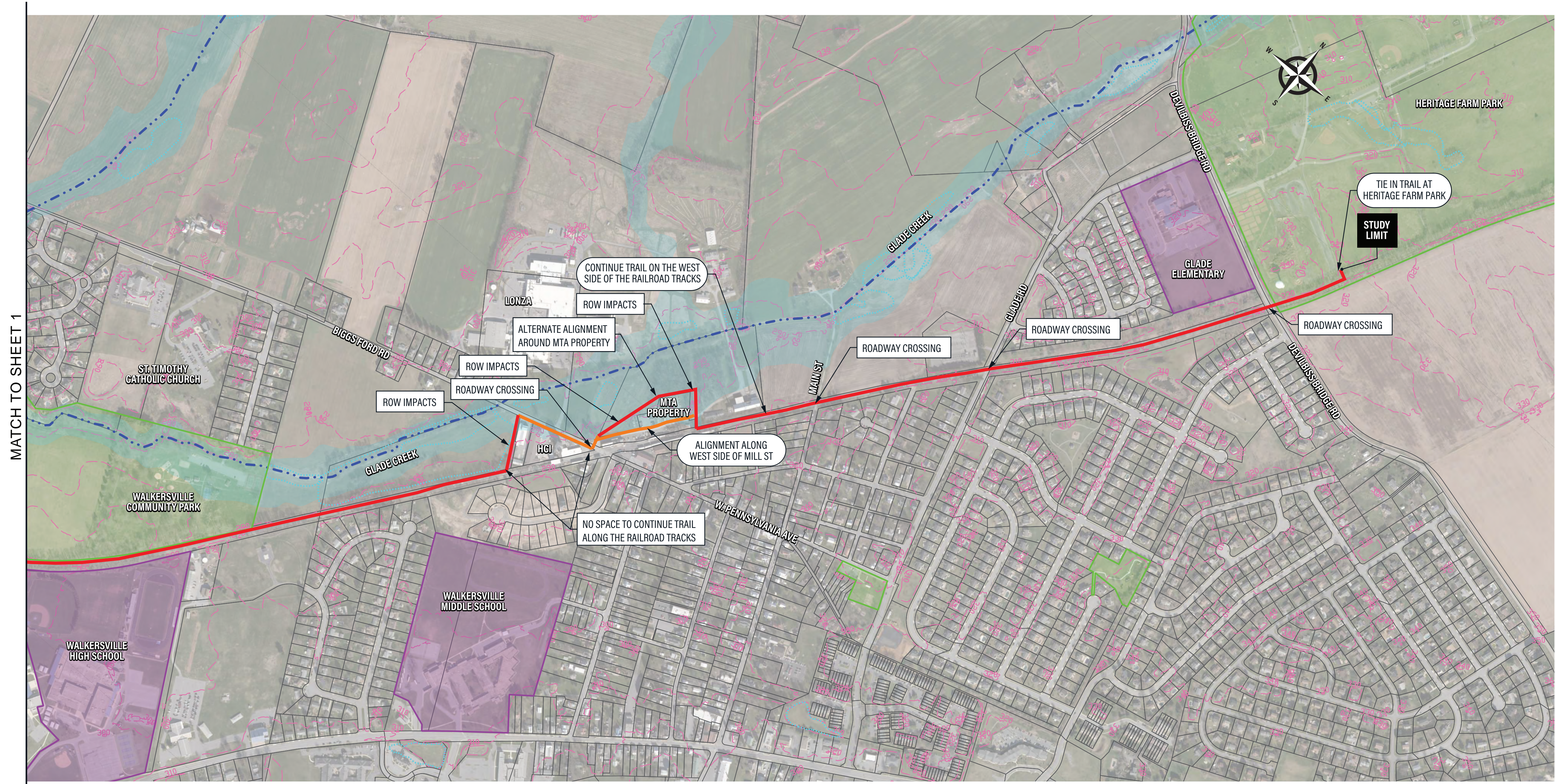
SCALE: 1" = 400'

SHEET 1 OF 2

DATE: AUGUST 2019

FREDERICK COUNTY, MARYLAND





MATCH TO SHEET 1

- | | | | |
|---|-----------------------|---|-------------------------------|
| FLOODPLAIN | RIVER/STREAM | PROPOSED ON-STREET SHARED ROUTE/SHOULDERS | PROPOSED PATHS BY OTHERS |
| PARKS | WETLANDS | PROPOSED SIDEPATH | EXISTING PATH |
| SCHOOLS | CONTOURS (10-FOOT) | PROPOSED OFF STREET TRAIL | PROPOSED SEPERATED BIKE LANES |
| AGRICULTURAL/ENVIRONMENTAL PRESERVATION EASEMENTS | EXISTING RIGHT-OF-WAY | | |



Whitman, Requardt & Associates, LLP
801 South Caroline Street, Baltimore, MD 21231

MAIN STREET CONNECTOR TRAIL/BIKEWAY FREDERICK TO WALKERSVILLE TRAIL

SCALE: 1" = 400'

SHEET 2 OF 2

DATE: AUGUST 2019

FREDERICK COUNTY, MARYLAND

